Idaho Transportation Department Monthly Speed Distribution for December 2018

Site names: 00229 County: Canyon

Funct Class: R Principal Arterial - Other Location: SH-45 0.3 Mi. N of Bowmont Rd

Seasonal Factor Grp: 1
Daily Factor Grp: 3
Axle Factor Grp: 3
Growth Factor Grp:

| | Road | N | S | N Lane1 | S Lane1 |
|------------|--------|--------|--------|---------|---------|
| 0-30 | 20 | 13 | 7 | 13 | 7 |
| | .49% | .66% | .33% | .66% | .33% |
| 30-35 | 6 | 2 | 4 | 2 | 4 |
| | .16% | .12% | .19% | .12% | .19% |
| 35-40 | 15 | 8 | 7 | 8 | 7 |
| | .37% | .39% | .34% | .39% | .34% |
| 40-45 | 39 | 23 | 17 | 23 | 17 |
| | .97% | 1.13% | .81% | 1.13% | .81% |
| 45-50 | 117 | 70 | 47 | 70 | 47 |
| | 2.89% | 3.49% | 2.29% | 3.49% | 2.29% |
| 50-55 | 369 | 201 | 168 | 201 | 168 |
| | 9.08% | 10% | 8.18% | 10% | 8.18% |
| 55-60 | 840 | 426 | 414 | 426 | 414 |
| | 20.69% | 21.19% | 20.19% | 21.19% | 20.19% |
| 60-65 | 1,327 | 627 | 700 | 627 | 700 |
| | 32.7% | 31.23% | 34.14% | 31.23% | 34.14% |
| 65-70 | 893 | 408 | 485 | 408 | 485 |
| | 21.99% | 20.29% | 23.66% | 20.29% | 23.66% |
| 70-75 | 323 | 164 | 160 | 164 | 160 |
| | 7.97% | 8.15% | 7.79% | 8.15% | 7.79% |
| 75-80 | 84 | 51 | 33 | 51 | 33 |
| | 2.07% | 2.54% | 1.61% | 2.54% | 1.61% |
| 80-85 | 18 | 11 | 7 | 11 | 7 |
| | .45% | .57% | .33% | .57% | .33% |
| 85-90 | 4 | 3 | 1 | 3 | 1 |
| | .1% | .13% | .07% | .13% | .07% |
| 90-95 | 2 | 1 | 0 | 1 | 0 |
| | .04% | .06% | .02% | .06% | .02% |
| 95-120 | 2 | 1 | 1 | 1 | 1 |
| | .04% | .05% | .03% | .05% | .03% |
| Average | 62 | 62 | 62 | 62 | 62 |
| Median | 62 | 62 | 63 | 62 | 63 |
| 85th %tile | 69 | 69 | 69 | 69 | 69 |
| % over 55 | 86 | 84 | 88 | 84 | 88 |
| % over 60 | 65 | 63 | 68 | 63 | 68 |
| % over 65 | 33 | 32 | 34 | 32 | 34 |
| % over 70 | 11 | 11 | 10 | 11 | 10 |
| % over 75 | 3 | 3 | 2 | 3 | 2 |
| % over 80 | 1 | 1 | 0 | 1 | 0 |
| % over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,058 | 2,009 | 2,049 | 2,009 | 2,049 |
| | | | | | |

^{***}Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.